

10 October 1955

MEMORANDUM FOR: Chief of Operations, DD/P
SUBJECT: AECOB Exfiltration Operation

1. Attached hereto are:

- (a) Summary report of subject operation, dated 10 October 1955, addressed to the Director,
- (b) Detailed report of subject operation, memorandum for record of 3 October 1955,
- (c) Operations report of overflight of subject operation, dated 23 September, and
- (d) Latest S/W message from the agent, dated 5 October 1955.

2. In view of the prospect of early adverse weather conditions, we are urgently anxious to initiate a renewal of this operation at the soonest possible moment and would appreciate your assistance in expediting the necessary measures.

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~ Chief, SR Division

NAZI WAR CRIMES DISCLOSURE ACT

EXEMPTIONS Section 3(b)
(2)(A) Privacy
(2)(B) Methods/Sources
(2)(G) Foreign Relations

Declassified and Approved for Release
by the Central Intelligence Agency

Date: 2005

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MARITIME OPERATIONAL PLAN, AECOB

Distances:

Bornholm to Point A	218 miles
Point A to Target Point (most remote)	60 "

Speeds:

Bornholm to Point A	15 knots
Point A to Target Point	15 knots

Time:

Bornholm to Point A	15 hours
Point A to Target Point	4 hours

Fuel:

Bornholm to Point A	1300 gal.
Point A to Target Point	340 "
Consumption (one way) total	1640 "
Capacity total	2800 "
On board for return trip	1160 "
Required	1640 " at 15 knots
Extra fuel required for return trip	480 " " " "
Extra emergency fuel required (giving 45 knots for one hour)	325 "
Total extra fuel required	805 "
Total extra fuel required (figure selected for additional safety margin)	1000 "
Weight of 1000 gals above	5830 lbs. (24 barrels)

These 24 barrels of extra fuel to be carried on deck and expended between Bornholm and Point A.

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PROPOSED AECOB OPERATION

1. Craft:

- a. PT-76 at present is located in Bremerhaven.
Boat
Engines were recently overhauled, and equipped with radar and TCS radio.
- b. Secure a release of the craft from USNAB. At the time of delivery of the craft, an agreement was reached that the craft will be available for any future emergencies.
□ present CO, USNAB agreed to release some crew members for pending operation.
- c. An aluminum dinghy with outboard motor *(or about 25 HP)* and one small electric motor ~~about 25 HP~~ to be secured in US and shipped over to Bremerhaven immediately.
- d. Trial runs of PT-76 to be conducted prior to embarking operation.

2. Crew:

- a. A crew is to be selected and recruited for proposed operation by personal contact with Froome in Bremerhaven.
- b. It is proposed to secure *□* *□*
□ *□* Ensign; and three crew members:

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1-RMC, 1-GMI, and 1-EMG to be selected in the field.

The crew is to be paid lump sum salary for accomplished operation.

3. Direction:

- a. From departure for Bremerhaven prior to operation to establish necessary liaison with CO USNAB, selecting and recruiting crews and making up all necessary logistical arrangements.
- b. Conduct and supervise trial runs; depart Kiel to Roenne on board PT boat.
- c. Remain ashore in Roenne to direct fueling, provisions and operational departure.
- d. Local conditions to be studied on the spot for appraisal on the spot decision.
- e. Cancellation of operation if security so requires.
- f. After complete operation, return to Germany as instructed.

4. Plans, Operation and Timing:

19 DECEMBER - NEW MOON

- a. Departure Bremerhaven 0600 on set date; arrival Kiel 2000. Trial runs in Echernfoerde Bucht. Approximate run 10 hours. Arrival 0800. Fueling up, ~~running~~, and Fueling arrangements to be made by SR Division.

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- b. Twenty (20) drums or 1000 gals, approximate weight three (3) tons, to be taken as deck cargo. Drums to be kept ^(AND PIER) on deck covered with tarpulin. Drums loaded on deck in dark hours, if possible, unnoticed by any outsiders.

*How
will
drums
be se-
cured
on
deck?*

Departure Roenne 0600. Approximate run operation Point A 15 hours. Arrival Point A 2100. Arrival operational area 2400 - 0200.

- c. When in target area, visual signals will be given from shore. Safe distance from shore to be maintained by ^(CONFIDURATION) PT boat taking in local conditions such as depth, visibility, nature of shore line, etc.
- d. Motor dinghy launched from PT boat using electric motor, gas outboard for emergency. Operation by one man making a land-fall, loading the passengers and returning PT Boat.
- e. Radar in operation at all times. When approached by any kind of craft, depart immediately beyond visible horizon. Resume operation when danger has passed. PT boat will operate in target area with closed exhausts ^(UNDERWATER).
- f. Radio silence to be maintained during operation. Emergency calls for air rescue to be established.
- g. Vulnerable area to be divided into two ~~(2)~~ mile squares. Position of craft in square given by two (2) signals, 1 number, 1 letter, giving location of square.

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- e. Attached: Distance sheet, Fuel Consumption sheet, and Time sheet.
- f. In case of a delayed operation in which the PT would return to Bornholm for a second attempt, access must be arranged at Bornholm to extra fuel.

VARIATIONS TO BE EMPLOYED IN FORTHCOMING AECOB EXFILTRATION OPERATION

1. Instruct aircraft crew to approach LZ on a specific bearing from the last I P.
2. Brief agents on the specific bearing that will be employed.
3. Instruct agents that when aircraft is seen or heard, lights should be turned on and swung in a circular motion overhead in order to provide an improved means of attracting attention.
4. Instruct agents to keep lights on as long as aircraft is within sight or sound and for 3 minutes after the time it fades from sight or sound.